

The FlyPaper

March 2020

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina



Words From the President

March Means spring is very near, and we are ready!

We had a great rally last month, and the Scouts left with smiles and thoughts of flying again. Some moms and dads were in there in their lawn chairs watching the planes come and go. It was just what a rally should look like..

Thank you to all the pilots Tommy Don Ron and our ground support. Glen is still pretty good at grilling them burgers and dogs too.

I like to reach out to our members who don't necessarily have much interest in rallies and let you know we are not going back to every month flying young eagles. However, as luck would have it, due to weather delays flying the scouts which got postponed till February we are now flying the Jack and Jill group in March. That's the only reason we are flying back to back months. After March we will plan on flying in June, then stand down over the summer till September for young eagles again.

Any pilot can fly a young eagles any time. I only ask that you give the chapter 477 your forms so we can benefit from the tips that EAA gives to buy things for the chapter. This year Lee purchased safety cones for our events.

May 16th EAA is asking that all chapters and members give some time and join helping in the Learn to fly day. If any of you want to bring in someone who might want to go flying please let me know. We will do our best to get them up and then give them some guidance in finding a flight school. We will have more information concerning this in the next month or so.

Don Bennett is reaching out again to find out if any of you want tear down and engine and put it back together. He's more than willing to do that.

Our EAA Chapter Performance Score has gone from a "3" to a "6". As we get closer to the end of the year, there will be surveys to fill out. As that time approaches, we will be reminding you to do so, that our score will be even higher by this time next year.

EAA is forming "IMC" and "VFR" clubs. This information can be found on the EAA website. These clubs can be located at RBW or another field, or be "mobile", changing location depending on the need. Check it out and let us know if you might be interested. I'll be asking Todd Givens, Ace Basis Flight School for his support.

Over the summer break from Young Eagles rallies, we will be looking for a few candidates for a scholarship awards. Dow Sanderson, scholarship chairman, has done a great job getting things in place. We do need two more members to be on that committee. Contact Dow, at fartherdow@hotmail.com if you want to help.

Upcoming Events

EAA477 Chapter meeting

March 14th meeting:

This is scheduled to be a Jack and Jill Rally. See article in body of newsletter for times and other information. If the weather should be poor, we will have an alternative program for you. Lunch at hanger 20 to follow a short meeting after the YE event. at 12:00.

South Carolina Breakfast Club:

Please use the following link to access the latest in scheduling:

<http://southcarolinabreakfastclub.com/2020-schedule>

The chapter is on good footing and seems to be growing. I see new faces and some old ones who have returned. Welcome, I want to thank all of you for that. I'm an open door guy and this is your club so you see something or have an idea, say something.

Oh, on a final note, Roy Carson is putting his Kit fox up for sale. If you might like a project plane, its a beauty. Contact Roy if you have any interest.

That pretty much wraps is up for me. Look forward to seeing all of you at the next meeting. Be safe out there...



Doug St Pierre
President EAA 477



February Meeting Summary

Glen Phelps

The Secretary gets some slack when there is a Young Eagles rally. Not necessarily for the Newsletter Editor, oh that is me.....

As you will note from Lee Miller's report on the rally, it was really one of the best we have had. Lots of parents and Scouts, with siblings in tow. So, it was not only the Scouts that had a great, but the whole family. It just might be that the May 16th special day for intruding aviation to the "older potential pilot" might be of interest. It certainly was a great day.

Roy Carson had his beautiful RV out for the introduction to "preflight" procedures. Roy did a great job of this, and what a great plane to use for that purpose.

So, not much for me add for input. Enjoy the pictures below.



Ron't crew all ready to go!



You have to start with a good preflight!



Everybody is enjoying the day



It was a cold day starting out so any heat would help



The flying machines



Load'em up!

Young Eagles Report

Lee Miller

Young Eagles Coordinator

Chapter 477 flew 23 Scouts in February. It was a very successful event with compliments flowing from parents and troops.

Four volunteer pilots (Doug StPierre, Ron Santos, Tommy Newland, and Don Bennett) gave of their time, aircraft, and fuel to provide the first experience most of these young folks had ever had with aviation, a very positive first impression. Conditions could not have been better, especially after having to postpone due to weather in December and January.

Currently, we are scheduled to fly again in March. A group of youth sponsored by the Jack and Jills of America had been potentially scheduled since late November. I was finally able to make contact with the liaison from the group and get the process started, so it looks like the rally is on. We currently have 3 volunteer pilots/planes and expect once again between 20 and 30 youth, so we can use all the ground crew help we can get.

We will take a break in April and May before flying our third "quarterly" rally in June. We will be flying youth from Ashley Ridge JROTC then, with our treasurer, Aimee Pereira as our liaison.

Thanks to all for your support with these rallies. They definitely couldn't happen without all of your support.

Upcoming Aviation Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

(Newsletter editor's note: this is long, but found not way to “clip it” enjoy)

As a subscriber to the FAA Safety Team Newsletter I will periodically provide updates on information that I believe will be beneficial to all members.

• General Information

Pay it Forward with PIREPs

Notice Number: NOTC9911

What are PIREPs and why are they important?

Pilot weather reports, or PIREPs, have the potential to prevent accidents and loss of life. They are time-critical reports of weather events, both adverse and favorable, that are encountered by a pilot during flight. Reports of adverse weather serve as a warning to other pilots and inform Air Traffic Control (ATC) about potential hazards to keep pilots clear of weather risks. However, PIREPs are not just for adverse weather. Pilots are encouraged to submit PIREPs when they encounter favorable weather as well. PIREPs can either be submitted by pilots or initiated by ATC.

What types of information should a PIREP cover?

The following are some of the conditions that pilots are encouraged to report promptly:

- Cloud bases, tops, and layers
- Flight visibility
- Precipitation
- Visibility restrictions such as haze, smoke, and dust
- Wind at altitude
- Temperature aloft
- Thunderstorms and related phenomena
- Icing
- Turbulence
- Wind shear
- Volcanic ash clouds

How do I submit a PIREP?

Pilots should submit a PIREP via the radio or telephone to the facility with which they are communicating; e.g., Flight Service, ATC, or an Air Route Traffic Control Center (ARTCC). If a PIREP cannot be made before landing, pilots should submit the report of the conditions they experienced during the flight, after landing. Pilots can also use tablet and smartphone-friendly PIREP submission tools, some with time-saving, auto-populated values based on user preferences or GPS data. The FAA also has an electronic PIREP submission tool at the National Weather Service’s Aviation Weather Center Digital Data Service (ADDS) website. Registered users can electronically submit PIREPs on this site, which are instantly displayed in graphical form and distributed nationwide. Visit www.aviationweather.gov/user/register to register. See FAA InFO 14011 – Electronic Submission of Pilot Weather Reports at <https://go.usa.gov/xnVcW>, for more details.

When you submit a PIREP, remember to be as complete as possible, but don’t be overly concerned with strict format or phraseology.

How are PIREPs used?

Information gathered from a PIREP has widespread value that is important for continued safety in the National Airspace System. Here are a few ways your PIREPs are put to good use:

- ATC Towers use PIREPs to expedite the flow of air traffic in the vicinity of the field and for

hazardous weather avoidance procedures.

- Flight Service Stations use PIREPs to brief other pilots and provide in-flight advisories and weather avoidance information to en route aircraft.
- The ARTCC uses PIREPs to expedite the flow of en route traffic, to determine most favorable altitudes, and to issue hazardous weather information within the center's area.
- The National Weather Service (NWS) uses PIREPs to verify or amend conditions contained in aviation forecasts and advisories. In some cases, pilot reports of hazardous conditions trigger the issuance of weather advisories. PIREP information is also fed into weather forecast models to help improve the accuracy of the next forecast output.
- The NWS, other government organizations, the military, and private industry groups use PIREPs for research activities in the study of meteorological phenomena.
- All air traffic facilities, and the NWS, forward PIREPs into the weather distribution system to ensure the information is made available to all pilots and other interested parties.

How do I fill out the PIREP form?

Use FAA Form 7110-2 to report a PIREP. (Note: this form is currently under review, but is available at the back of each Digital — Chart Supplement publication at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd). It might help to think of the PIREP form as being in a *who, when, where, and what* format. The *what* segment (Items 6-12) does require some extra detail, but be sure not to skimp on precision for the mandatory *who, when* and *where* sections (Items 1-5). Onboard technology can help with capturing time, location, and altitude, but be sure you're keeping tabs on accurately noting and reporting this information when you see something.

Most pilots are not professional meteorologists, and so the ability to properly assess and relay weather conditions that pilots encounter is typically linked to training and experience. A new or low-time pilot, for example, may have a tendency to overestimate turbulence and icing intensities.

Icing intensity should be reported as trace, light, moderate, or severe and by type (rime, clear, or mixed). Be sure to include sky cover and temperature with an icing PIREP.

A common tip for estimating turbulence intensity is to imagine how a full cup of coffee would react in the cabin: from a slight slosh in light turbulence, to flat out wearing the coffee in severe or extreme conditions.

To refine your reporting skills on icing intensity and turbulence, take a look at the Aeronautical Information Manual, paragraphs 7-1-20, -21, and -22. Also, FAA Advisory Circular 00-45H, *Aviation Weather Services*, contains extensive information on how to report and read PIREPs, how to apply intensity modifiers for precipitation and other weather phenomena, and how to use the remarks section to further describe the weather phenomena.

The FAA is currently reviewing ways to better harmonize and possibly revise the guidance located in both of these resources.

Here is some additional guidance on each of the 12 reporting items in the PIREP form:

1. UA – Routine PIREP / UUA – Urgent PIREP

2. /OV – Location: Use Airport or NAVAID identifiers only.

- Location can be reported as a single fix, radial DME, or a route segment (Fix- Fix)
 - Examples: /OV LAX, /OV LAX-SLI120005, /OV PDZ-PSP

3. /TM – Time: When conditions occurred or were encountered.

- Use 4 digits in UTC
 - Examples: /TM 1645, /TM 0915

4. /FL – Altitude/Flight Level

- Use 3 digits for hundreds of feet. If not known, use UNKN
 - Examples: /FL095, /FL310, /FLUNKN

5. /TP – Type aircraft: Required if reporting Turbulence or Icing

- No more than 4 characters, use UNKN if the type is not known
 - Examples: /TP P28A, /TP RV8, /TP B738, /TP UNKN

6. /SK – Sky Condition/Cloud layers:

- Report cloud coverage using contractions: FEW, SCT, BKN, OVC, SKC
- Report bases in hundreds of feet: BKN005, SCT015, OVC200

- If bases are unknown, use UNKN
 - Report cloud tops in hundreds of feet: TOP120
 - Examples: /SK BKN035, /SK SCT UNKN-TOP125, /SK OVC095-TOP125/ SKC
- 7. /WX – Weather:** Flight visibility is always reported first. Append FV reported with SM
- Report visibility using 2 digits: FV01SM, FV10SM
 - Unrestricted visibility use FV99SM.
 - Use standard weather contractions e.g.: RA, SH, TS, HZ, FG, -, +
 - Examples: /WX FV01SM +SHRA, /WX FV10 SM -RA BR
- 8. /TA – Air temperature (Celsius):** Required when reporting icing
- 2 digits, unless below zero, then prefix digits with M
 - Examples: /TA 15, /TA 04 /TA M06
- 9. /WV – Wind:** Direction in 3 digits, speed in 3 or 4 digits, followed by KT.
- Examples: /WV 270045KT, /WV 080110KT
- 10. /TB – Turbulence:**
- Report intensity using LGT, MOD, SEV, or EXTRM
 - Report duration using INTMT, OCNL or CONS when reported by pilot
 - Report type using CAT or CHOP when reported by pilot
 - Include altitude only if different from /FL
 - Use ABV or BLO when limits are not defined
 - Use NEG if turbulence is not encountered
 - Examples:
 - /TB OCNL MOD, /TB LGT CHOP, /LGT 060, /TB MOD BLO 090, / TB NEG
- 11. /IC – Icing:**
- Report intensity using TRACE, LGT, MOD or SEV
 - Report type using RIME, CLR, or MX
 - Include altitude only if different than /FL
 - Use NEG if icing not encountered
 - Examples: /IC LGT-MOD RIME, /IC SEV CLR 028-045, /IC NEG
- 12. /RM – Remarks:** Use to report phenomena that does not fit in any other field
- Report the most hazardous element first
 - Name of geographic location from /OV field fix
 - Examples:
 - /RM LLWS +/-15KT SFC-003 DURC RWY22 JFK
 - /RM MTN WAVE, /RM DURC, /RM DURD,
 - /RM MULLAN PASS /RM BA RWY 02L BA MEDIUM TO POOR 3IN DRY SN OVER COMPACTED SN

Examples of Completed PIREPS:

- UA /OV RFD /TM 1315 /FL160 /TP PA44 /SK OVC025-TOP095/OVC150 /TA M12 /TB INTMT LGT CHOP
- UA /OV DHT360015-AMA /TM 2116 /FL050 /TP PA32 /SK BKN090 /WX FV05SM – RA /TA 04 /TB LGT /IC NEG
- UUA /OV PDZ010018 /TM 1520 /FL125 /TP C172 /WV 270048KT TB SEV 055-085 /RM CAJON PASS

For any questions concerning PIREP procedures, contact Flight Service at 9-AWA-ATO-SYSOPS-FS@faa.gov.

• **Airshow and Fly-in Schedule**

- 2020 Airshows / Fly-ins
 - 31 Mar – 05 Apr: Sun-n-Fun Aerospace Expo - Lakeland Linder International Airport (KLAL) – USAF Thunderbirds
 - 18 - 19 Apr: JB Charleston Air and Space Expo – JB Charleston AFB (KCHS) – USN Blue Angels
 - 16 May – EAA 1167 Spring Fly-in - Conway-Horry County Airport (KHUY)
 - 16 – 17 May: Shaw Air Expo 2020 – Shaw AFB (KSSC) – USAF Thunderbirds
 - **30 – 31 May: Anderson Regional Airshow – Anderson Regional Airport (KAND)**

Treasurer's Report

Aimee Pereira

During the transfer of the books from Glen to myself, we found that we were out of balance between the newsletter balance and the bank statement balance. Glen researched and could not find any outstanding items to reflect this discrepancy, so I have made the adjustment in my finance report below.

Beginning Feb. Newsletter Balance: \$3,348.72
Previous balance discrepancy adjustment: \$93.77
Corrected Beginning Balance per Bank: \$3,442.49

Deposits for month of Feb. = \$151.53
Expense for month of Feb = \$37.33 (Check #1068, Doug St. Pierre for meeting items/food)

Current Ending Balance: \$3,556.69

If you have not sent in your dues, please forward dues payments of \$25 for individual or \$35 for couples to the following:

Aimee Pereira
107 Timberlake Ct
Summerville, SC 29485

Please remember dues will increase beginning April 1 as announced in the February newsletter.

If you have any questions, I can be reached via email at aaa477.treasurer@gmail.com.